

CLAIMS

1. A pneumatic tire comprising
a tread portion having tread edges,
the tread portion provided with shoulder blocks in a row
along each said tread edge,
said shoulder blocks in a row divided by a circumferential
groove and first shoulder grooves and second shoulder grooves,
said first shoulder grooves and second shoulder grooves
alternating in the tire circumferential direction and each
extending from the circumferential groove to the tread edge,
wherein
a circumferential width (W_{Lo}) of the first shoulder groove
at the tread edge is larger than a circumferential width (W_{So}) of
the second shoulder groove at the tread edge,
the ratio (W_{Lo}/W_{So}) of said circumferential width (W_{Lo}) to
said circumferential width (W_{So}) is larger than a ratio (W_{Li}/W_{Si})
of a circumferential width (W_{Li}) of the first shoulder groove to
a circumferential width (W_{Si}) of the second shoulder groove, each
measured at the circumferential groove.
2. A pneumatic tire according to claim 1, wherein
the groove width W_{Lo} is larger than the groove width W_{Li} , and
the groove width W_{So} is larger than the groove width W_{Si} .
3. A pneumatic tire according to claim 1, wherein
the ratio (W_{Lo}/W_{So}) is in a range of from 1.10 to 1.80 and
the ratio (W_{Li}/W_{Si}) is in a range of from 0.90 to 1.10.
4. A pneumatic tire according to claim 1, wherein

each said shoulder groove is bent in a middle part thereof so as to have a crank shape.